

## CLAIMS

1. A semitrailer including a loading platform (1a) and having at least one wheel axle (5a) carrying a road wheel (5), and a front part (1b) that includes a coupling part (11) for articulated connection to a traction vehicle (2), about a vertical axle, **characterised** in that the trailer (1) includes a vertically movable rail-wheel unit (8) which can be swung about a vertical axle (14) and which has at least one axle (15a) which carries a rail wheel (15) and which has at its front part (1b) behind the coupling part (11) a vertically movable second rail-wheel unit (7) having at least one axle (15a) carrying rail wheels (15).
2. A semitrailer according to Claim 1, **characterised** in that at least one of the rail-wheel units (7, 8) is a bogie that has two rail-wheel axles (5a).
3. A semitrailer according to Claim 1 or to, **characterised** in that at least one rail-wheel unit, preferably such a unit that includes a single axle, is provided with an outwardly pivotal support element that includes an axle and a further rail wheel for engagement with the rails of the railroad track when driving the semitrailer onto said track.
4. A semitrailer according to any one of Claims 1-3, **characterised** in that at least one of the two rail-wheel units (7, 8) includes a drive motor for driving at least one rail-wheel axle.
5. A semitrailer according to any one of Claims 1-3, **characterised** in that both rail-wheel units (7, 8) lack drive means.
6. A semitrailer according to any one of the preceding Claims, **characterised** in that the front rail-wheel unit (7) is fixed in its position parallel with the railroad track.
7. A semitrailer according to any one of the preceding Claims, **characterised** in that the rear rail-wheel unit (8) can be fixed in a position parallel with said railroad track.
8. A method of driving a semitrailer (1) according to Claim 1 onto a railroad track (B) with the aid of a traction vehicle (2) for conversion of said semitrailer to a railroad driving mode, **characterised** by the steps of

- a) moving the traction vehicle (2) and the semitrailer (1), either forwards or backwards, up to and over a level crossing that is to be used;
- b) aligning the semitrailer (1) so as to define an angle with the railroad track (B) in the level crossing, said angle being greater than  $90^\circ$ , such that the rear rail-wheel unit (8) will lie over the track;
- c) lowering the rear rail-wheel unit (8) down onto the track;
- d) continuing said downward movement until the road wheels (5) of the semitrailer are raised above the upper edge of the track;
- e) reversing the traction vehicle (2) towards the track at an angle relative to the semitrailer (1) such as to cause the rear rail-wheel unit (8) to move along the track; and
- f) when the semitrailer is in a position in which it is parallel with the track, the front rail-wheel unit (7) is lowered into contact with the track and the downward movement is continued to an extent at which the front coupling part (11) on the semitrailer will be disengaged from its co-acting coupling part (12) on the traction vehicle (2).

9. A method according to Claim 8, **characterised** by coupling the semitrailer to a drive vehicle, e.g. a railroad engine, present on the railroad track, or securing the semitrailer, e.g. with the aid of brake shoes (chocks) before disconnecting the traction vehicle (2) and driving said vehicle away.

10. A method according to Claim 8 or 9, **characterised** by placing two or more semitrailers sequentially on the railroad track and coupling said semitrailers together to form a train.